

In the claims:

1. (Withdrawn) A heat exchanger for an automotive vehicle having a heat exchanger tank and a baffle system, comprising:

a first end tank divided into a first portion and a second portion by a baffle in the first end tank;

a plurality of a first tubes in fluid communication with the first portion of the first end tank, the plurality of first tubes configured to have a first fluid flow therethrough;

a plurality of second tubes in fluid communication with the second portion of the first end tank;

the end tank further comprising a contact area having a deformation, perforation, slot or other shaped mating hole for a tab;

wherein:

- i) the baffle system comprises at least one one-piece double baffle, the one-piece double baffle including at least two baffle profiles and at least one tab; and
- ii) the one-piece double baffle is disposed within the end tank and is folded so that the one-piece double baffle has baffle profiles that are roughly parallel to each other.

2. (Withdrawn) A heat exchanger as in claim 1 wherein the one-piece double baffle comprises a tab at one section of its folded area and the end tank has a perforation, slot or shaped mating hole for insertion of the tab of the one-piece double baffle.

3. (Withdrawn) A heat exchanger as in claim 2 wherein the tab extends through the wall of end tank, thereby securing its position and forming a seal.

4. (Withdrawn) A heat exchanger as in claim 3, wherein the seal formed is essentially leak-tight.

5. (Withdrawn) A heat exchanger as in claim 1, wherein the at least one one-piece double baffle comprises at least two baffle profiles, each of the at least two baffle profiles having a common central portion and forming a chamber portion.

6. (Withdrawn) A heat exchanger as in claim 1 wherein the at least one tab has a relief means throughout its thickness.

7. (Withdrawn) A heat exchanger as in claim 2 wherein the end tank has a relief means at a point contiguous with the tab.

8. (Withdrawn) A heat exchanger as in claim 1 wherein the one-piece double baffle is formed from one continuous piece of material.

9. (Withdrawn) A heat exchanger tank according to claim 1 wherein the one-piece double baffle for separating fluid sections has perimeter walls that are approximately perpendicular to the tank wall surface.

10. (Withdrawn) A heat exchanger as in claim 9 wherein the perimeter walls of the baffle profiles have a common center area.

11. (Withdrawn) A heat exchanger for an automotive vehicle having a heat exchanger tank and a baffle system, comprising:

a first end tank divided into a first portion and a second portion by a baffle the first end tank including;

a plurality of a first tubes in fluid communication with the first portion of the first end tank, the plurality of first tubes configured to have a first fluid flow therethrough;

a plurality of second tubes in fluid communication with the second portion of the first end tank, the plurality of second tubes configured to have a second fluid different from the first fluid, flow therethrough; and

the end tank further comprising at least one deformation, perforation, slot or other shaped mating hole for a tab;

wherein:

- i) the baffle system comprises at least one one-piece double baffle, each one-piece double baffle including at least two baffle profiles and at least one tab, and,
- ii) each one-piece double baffle is disposed within the end tank and is folded so that the one-piece double baffle has baffle profiles that are roughly parallel to each other.

12. (Withdrawn) A heat exchanger as in claim 11 wherein the one-piece double baffle comprises a tab at one section of its folded area and the end tank has a perforation, slot or shaped mating hole for insertion of the tab of the one-piece double baffle.

13. (Withdrawn) A heat exchanger as in claim 12 wherein the tab extends through the wall of end tank, thereby securing its position and forming a seal.

14. (Withdrawn) A heat exchanger as in claim 13, wherein the seal formed is essentially leak-tight.

15. (Withdrawn) A heat exchanger as in claim 11, wherein the at least one one-piece double baffle comprises at least two baffle profiles, each of the at least two baffle profiles having a common central portion or area and forming a chamber portion.

16. (Withdrawn) A heat exchanger as in claim 11 wherein the at least one tab has relief means throughout its thickness.

17. (Withdrawn) A heat exchanger as in claim 12 wherein the end tank has a relief means throughout its thickness at a point contiguous with the tab.

18. (Withdrawn) A heat exchanger as in claim 11 wherein the one-piece double baffle is formed from one continuous piece of material.

19. (Withdrawn) A heat exchanger tank according to claim 11 wherein the one-piece double baffle for separating fluid sections has perimeter walls that are approximately perpendicular to the tank wall surface.

20. (Withdrawn) A heat exchanger as in claim 19 wherein the perimeter walls of the baffle profiles have a common center portion or area.

21. (Currently Amended) A method for making a heat exchanger tank assembly, the method comprising:

manufacturing a one-piece double baffle folded so that the one-piece double baffle includes at least two baffle profiles roughly parallel to each other and a tab at an area of insertion, fold or bend on the double baffle having peripheral walls that form a central chamber between the peripheral walls of the one-piece double baffle after brazing the heat exchanger, the tab being operatively configured to be received within an aperture of a heat exchanger end tank;

providing ~~[[a]]~~ the heat exchanger end tank which comprises a contact area comprising the aperture, a deformation, perforation, slot or other shaped mating hole for insertion of the tab of the double baffle, and an interior side distal the contact area;

aligning the tab of the baffle and the end tank contact area so that the tab may be inserted into the contact area once the baffle has been disposed between the end tank contact area and a remainder of the heat exchanger;

inserting the tab ~~one-piece double baffle~~ in the end tank at the contact area of the end tank; and

applying a sealing technique such that the double baffle remains in place after the assembly process and the completed heat exchanger assembly may be used in automotive applications, so that when assembled the central chamber width between the walls of the double baffle is larger near the contact area of the end tank than at the interior side.

22. (Previously presented) The method as in claim 21, further comprising extending the tab through the wall of the end tank, thereby securing its position and forming a seal.

23. (Previously presented) The method as in claim 22, further comprising forming the seal so that it is essentially leak-tight.

24. (Previously presented) The method as in claim 21 wherein each of the at least two baffle profiles has a common central portion and forming a chamber portion, the baffle profiles being basically perpendicular to the tank wall surface.

25-28. (Cancelled)

29. (Currently Amended) A method for making a heat exchanger tank assembly, the method comprising:

manufacturing a one-piece double baffle comprising a tab at an area of insertion, fold or bend on the double baffle, the double baffle having peripheral walls that form a central chamber;

providing a heat exchanger end tank which comprises a contact area comprising a deformation, perforation, slot or other shaped mating hole for insertion of the tab of the double baffle;

providing a relief means orientated such that after assembly the relief means is located contiguous with or through the thickness of the tab;

aligning the tab of the baffle and the end tank contact area so that the tab may be inserted into the contact area;

inserting the one-piece double baffle in the end tank at the contact area of the end tank;

providing the remainder of the heat exchanger tank assembly on the side of the one-piece double baffle that is opposite the end tank; and

applying a sealing technique such that the double baffle remains in place after the assembly process and the completed heat exchanger assembly may be used in automotive applications.

30. (Previously presented) The method as in claim 29, further comprising forming a relief means through the thickness of the tab.

31. (Previously presented) The method as in claim 29, further comprising forming a relief means in the end tank at a location contiguous with the tab.

32. (Previously presented) The method as in claim 30, further comprising forming a relief means in the end tank at a location contiguous with the tab.

33. (Previously presented) The method as in claim 29 wherein the one-piece double baffle is formed from one continuous piece of material.